

**RULES
OF
TENNESSEE DEPARTMENT OF TRANSPORTATION**

**CHAPTER 1680-3-2
MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES —
SUPPLEMENTAL RULES FOR GUIDE SIGNS ON FREEWAYS, EXPRESSWAYS AND
CONVENTIONAL HIGHWAYS**

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1680-3-2-.01 PURPOSE.

- (1) The purpose of these rules is to supplement the *Manual on Uniform Traffic Control Devices* (MUTCD), which the Tennessee Department of Transportation (Department) has adopted and incorporated by reference in Chapter 1680-3-1, by establishing additional rules for guide signs on freeways, expressways and conventional highways on the state highway system within the State of Tennessee. Local governmental agencies are encouraged to employ similar standards for guide signs along freeways, expressways and conventional highways under their jurisdiction.
- (2) In addition, local governments may elect to adopt a guide sign program for streets and roads under their jurisdiction, including conventional highways on the state highway system, in accordance with the procedures and guidelines established in Chapter 1680-3-5 for the Local Government Guide Sign Program (Wayfinding Program) Including Conventional State Highways.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-44-.01 filed April 12, 2002; effective August 28, 2002. Repeal and new rule filed March 11, 2005; effective July 29, 2005.

1680-3-2-.02 POLICY FOR GUIDE SIGNS ON FREEWAYS AND EXPRESSWAYS.

- (1) This policy establishes standards for guide signs to be installed within the highway right-of-way on state-maintained freeways and expressways in Tennessee and sets forth eligibility criteria for selecting the destinations to be displayed. These standards shall also apply to signs installed as part of state-funded projects.
- (2) Where specific differences occur, the special provisions of this policy shall supersede the provisions of the MUTCD.

(Rule 1680-3-2-.02, continued)

- (3) A freeway, such as an interstate highway, is a divided highway with full control of access and grade-separated interchanges. An expressway is a divided highway with partial control of access and generally having grade-separated interchanges.
- (4) In establishing this policy, the Department assumes that motorists will use a variety of aids to reach their destinations, including signs, maps, brochures, verbal instructions, outdoor advertising and landmarks located along the highway.
- (5) The purpose of guide signs is to provide directional and guidance information to motorists concerning major destination points (e.g., crossroads, cities, towns, and special traffic generators). Guide signs also aid motorists in orienting themselves and in judging their progress along their routes.
- (6) It is not practical, however, to display all the destinations motorists may wish to reach. Drivers are expected to make reasonable preparation for locating their exit. They are expected to have information that is readily available on road maps. This means statewide maps in rural areas, and more detailed street maps in metropolitan areas.
- (7) In recognition of the multi-lane, high-volume, high-speed, and interstate traffic characteristic of freeways and expressways, it is essential to provide motorists with clear and concise directional and guidance information. The legend on guide signs should be kept to a minimum and the signs should be adequately spaced in order to avoid driver confusion. Accordingly, only the destinations that best identify an interchange should be signed.
- (8) To be considered for signing, a destination must be on the intersecting road or accessible without circuitous travel or trailblazing over long distances.
- (9) In addition, destinations should be displayed only at the intersecting road that provides the most direct and convenient route to the destination, taking into account such factors as distance, traffic volumes and roadway conditions.
- (10) A minimum spacing of 800 feet should be maintained between signs along the mainline of freeways and expressways.
- (11) A uniform system for sign legend, size and location should be employed. This system is to be compatible with the design standards and safety principles of the MUTCD and this policy.
- (12) The three primary types of guide signs used on freeways and expressways are:
 - (a) Major Guide Signs (see Rule 1680-3-2-.03);
 - (b) Supplemental Guide Signs (see Rule 1680-3-2-.04); and
 - (c) Ramp Destination Signs (see Rule 1680-3-2-.05).
- (13) Major guide signs on freeways and expressways provide the names and numbers of crossroads and city destination information.
- (14) Supplemental guide signs on freeways and expressways provide information concerning special traffic generators such as airports, State parks, universities or similar attractions.

(Rule 1680-3-2-.02, continued)

- (15) Ramp destination signs are used where needed to indicate the direction the motorist should turn at the end of the off-ramp in order to reach the destinations shown on the major and supplemental guide signs.
- (16) The information displayed on guide signs may vary depending on the classification and location of the interchange.
- (17) A directional interchange is an interchange of two interstate highways, or any other freeway-to-freeway interchange having comparable geometric design features.
- (18) Because a directional interchange is a major decision point, the amount of information that may be displayed on the major guide signs must be more restricted than at a non-directional interchange. Accordingly, supplemental guide signs shall not be installed at directional interchanges.
- (19) Any previously installed signs that are not in substantial conformance with this policy will be removed or have their legend changed when another destination qualifies for the sign space, when normal maintenance is required, or when observed driver behavior indicates that the changeover cost can be justified.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-44-.02 filed April 12, 2002; effective August 28, 2002.

1680-3-2-.03 MAJOR GUIDE SIGNS (ADVANCE GUIDE AND EXIT DIRECTION SIGNS) ON FREEWAYS AND EXPRESSWAYS.

- (1) Major guide signs display basic directional and guidance information, such as the crossroad route number, the crossroad name, or the names of incorporated cities or towns located on or adjacent to the crossroad. The major guide sequence on freeways and expressways consists of an advance guide sign, normally located one mile in advance of the interchange, and an exit direction sign, located at or immediately in advance of the off-ramp.
- (2) The information displayed in a major guide sign sequence should be consistent, without additions or deletions. Accordingly, the same messages shall be displayed on the advance guide sign and exit direction sign for each interchange.
- (3) The selection of destinations to be shown on major guide signs should take into account that guide signing is primarily for the benefit and direction of drivers who are not familiar with the route or area, and it should be consistent with available map information on the official state highway map published by the Department.
- (4) At a directional interchange (defined at Rule 1680-3-2-.02(17)), only the route shield with cardinal direction and the name of the next control city (i.e., a city of national or regional significance) for each route may be displayed. The control cities shown on the Interstate system of highways have been selected in cooperation with neighboring states and the American Association of State Highway and Transportation Officials.
- (5) At a non-directional interchange, not more than three lines of destination information may be displayed. Where city or town names are used, not more than two city or town names may be displayed. Only the destinations that best identify the interchange shall be signed.

(Rule 1680-3-2-.03, continued)

- (6) The top line shall display the crossroad route number, the crossroad name, or some other designation of the interchange. If the crossroad is a numbered route, the route shield shall be displayed on this line.
- (7) The other two lines may consist of the crossroad name (if the crossroad is a numbered route) and/or the names of cities and towns located on or adjacent to the crossroad. However, in major metropolitan areas, only the route number and/or the cross street name should be displayed. In such areas the display of a street name and a city or town name on the same sign should be avoided unless the display of the city name is essential for proper motorist guidance.
- (8) The city or town destination shown for each direction of travel should be that which provides the best orientation for motorists. In most cases, this would be the nearest principal city or town (i.e., having a population greater than 1,000) or the county seat. However, factors such as population, geographical location, junctions with State highways serving other areas, and commerce may warrant the selection of a principal city or town that is farther from the freeway or expressway.
- (9) Where a principal city/town or county seat is not available, the first city or town having a population of 350 or greater and located within five miles of the interchange may be shown. Otherwise, only the route shield and/or name of the crossroad shall be shown.
- (10) Where two city or town names are eligible to be displayed, normally only one city or town may be shown for each direction of travel on the crossroad. Two city or town names may be displayed in one direction of travel only in unusual cases where there is no warranted destination in the other direction.
- (11) Only incorporated city or town names and official road names may be displayed on major guide signs. Unincorporated communities are not eligible for signing.
- (12) Population will be determined by reference to the latest edition of the *Tennessee Blue Book*.
- (13) Route number, crossroad name and city or town destination information takes precedence over special traffic generator destination information on the major guide signs. Special traffic generators may, however, be displayed on major guide signs in unusual cases. Where the eligible route number, crossroad name or city/town destination information does not exceed two lines and the special traffic generator meets the criteria of Rule 1680-3-2-.08 and exceeds the prime criterion by at least 100%, the special traffic generator may be shown on the major guide signs in lieu of being displayed on a supplemental guide sign (see Rule 1680-3-2-.04).
- (14) Signs at Figure 2E-23 (Community Interchanges Identification Sign) and Figure 2E-24 (Next Exits Sign) of the MUTCD, will not be used under this signing policy.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-44-.03 filed April 12, 2002; effective August 28, 2002.

1680-3-2-.04 SUPPLEMENTAL GUIDE SIGNS ON FREEWAYS AND EXPRESSWAYS.

- (1) Occasionally, the need arises to sign destinations in addition to those shown on the major guide signs (see Rule 1680-3-2-.03) because of the presence of a facility that generates a significant volume of non-repetitive traffic from motorists unfamiliar with the area. Under appropriate circumstances, information regarding such special traffic generators may be displayed on supplemental guide signs. Supplemental guide signs should be considered as auxiliaries to major guide signs in promoting the safe and efficient flow of traffic. Such signs shall be located at a minimum 800-foot spacing between the major guide signs.

(Rule 1680-3-2-.04, continued)

- (2) Rule 1680-3-2-.08 identifies traffic generators that may be displayed on supplemental guide signs, and it establishes specific eligibility criteria for such signing. As a general rule, no traffic generator will be considered for a supplemental guide sign unless it meets the eligibility criteria established in Rule 1680-3-2-.08 and other conditions set forth in this Rule; provided, however, that the Commissioner may make an exception to this general rule upon finding that the signing of a traffic generator is in the interest of the motoring public and would not be contrary to public safety. Even if a traffic generator meets these minimum criteria, it may not be signed if, in the judgment of the Department, the sign would not be in the interest of public safety.
- (3) Rule 1680-3-2-.09 lists examples of the types of facilities that as a general rule are not eligible for supplemental guide signs; provided, however, that the Commissioner may make an exception to this general rule upon finding that the signing of a traffic generator is in the interest of the motoring public and would not be contrary to public safety. This listing is not intended to be all-inclusive, but provides an indication of the types of facilities that normally do not warrant signing.
- (4) Supplemental guide signs are intended for use only at non-directional interchanges to advise of special traffic generators accessible from such interchanges. Because directional interchanges (defined at Rule 1680-3-2-.02(17)) are major decision points, and since special traffic generators are not accessible from such interchanges, supplemental guide signs for special traffic generators shall not be installed at any directional interchange.
- (5) City or town destinations may be shown on supplemental guide signs at directional or non-directional interchanges in cases where omission of the sign and reliance on the cities shown on the major guide signs would otherwise mislead or disorient the motorist.
- (6) Because supplemental guide signs are auxiliary in nature, such signs should be used sparingly and should not be installed where they would interfere with or detract from regulatory, warning, or major guide signs or where such signs would otherwise adversely affect traffic safety.
- (7) To be eligible for supplemental guide signing, a special traffic generator should be open to the public at least eight hours a day and five days a week during six months each year. This provision does not apply to facilities where regular daily and weekly hours of operation would not be expected, such as arenas, stadiums, and auditoriums. Festivals, cultural shows, athletic contests, religious gatherings and other similar short-duration events are not eligible for signing on expressways or freeways.
- (8) The facility requesting supplemental guide signing may be required to submit such documentation as the Department deems appropriate to demonstrate the facility's eligibility for such signing. Where annual attendance is the prime criterion for eligibility, a copy of the previous year's annual attendance will be required.
- (9) Because it is essential to provide clear and concise directions to motorists, the legend on supplemental guide signs should be kept to a minimum. Where more than one qualifying traffic generator is located within or associated with a single facility, complex or area, only the name of the facility, complex or area may be displayed. In addition, elimination of non-essential descriptive words or the use of abbreviations, partial names or generic names may be required where necessary to retain legibility of the sign message and to avoid undue cost of sign fabrication. Trademarks or logos shall not be displayed.
- (10) Only one supplemental guide sign may be installed at each interchange approach. If used, the supplemental guide sign shall be installed as an independent sign assembly.

(Rule 1680-3-2-.04, continued)

- (11) Generally, no more than two destinations may be shown on one supplemental guide sign. If more than two destinations qualify for signing at an interchange, only the two destinations (without respect to direction of travel) that exceed the prime criterion established in Rule 1680-3-2-.08 by the greatest percentage may be shown.
- (12) If, in exceptional cases, the Department determines that more than two destinations may be signed at an interchange, letter sizes may be reduced to the expressway category (as defined in the MUTCD) to allow for the signing of additional destinations on one supplemental guide sign.
- (13) Not more than one supplemental guide sign shall be provided for any one traffic generator in each direction of travel along any one freeway or expressway.
- (14) Within the urbanized area boundaries of cities having a population of 100,000 or more, an eligible traffic generator shall be signed only along the nearest freeway or expressway, with the signs located in advance of the interchange crossroad that provides the most direct and convenient route to the facility; provided, however, that where the annual attendance for an eligible facility exceeds 500,000 persons per year, such facility may be signed along a second freeway or expressway at an interchange within the urbanized area boundary if the facility is within the maximum eligibility distance from the interchange and, in the judgment of the Department, a second sign would facilitate the safe and efficient movement of traffic. In order to qualify for such additional signing, an official of the facility must submit a written request for such signing to the Department and verify that the facility meets the attendance requirements described above. This provision only applies to those facilities whose specific eligibility criterion is based on annual attendance.
- (15) Supplemental guide signs should not be erected for a traffic generator where the motorist would be required to travel on the crossroad past a second freeway or expressway.
- (16) In rural areas, an eligible traffic generator may be considered for signing at an interchange along a second freeway or expressway if the facility is within the maximum eligibility distance from the interchange and can be reached without circuitous travel.
- (17) Supplemental signing of areas or districts (e.g., forests, downtowns, historic districts, etc.), which are difficult to define or have no facilities, will not be allowed. Only specific facilities associated with these areas or districts that meet eligibility criteria will be considered for signing.
- (18) When a qualifying facility is located on a crossroad that is not a state highway, or if reaching the facility requires travel over city or county roads after leaving the state highway, the facility will not be signed unless each local government having jurisdiction over such roads provides written confirmation that it will install and maintain suitable trailblazer signs to direct traffic to the facility. Trailblazer signing must be in place before supplemental guide signs will be installed.
- (19) The use of a corporate sponsor name for an eligible traffic generator may be allowed on a supplemental guide sign, provided that the corporate sponsor is consistently identified as part of the name used to designate the facility. The use of a corporate sponsor name must be endorsed in writing by the local government where the facility is located. Where an existing sign would need to be modified or replaced to add or change a corporate sponsor, the cost for such modification or replacement shall be charged to the facility requesting the modification or replacement. The design of all such signs shall conform to the MUTCD.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-44-.05 filed April 12, 2002; effective August 28, 2002. Amendments filed March 11, 2005; effective July 29, 2005.

1680-3-2-.05 RAMP DESTINATION SIGNS ON FREEWAYS AND EXPRESSWAYS.

- (1) Ramp destination signs may be installed along freeway or expressway off-ramps, if needed, to indicate the direction a motorist should turn at the end of the off-ramp in order to reach a destination shown on the major guide signs (see Rule 1680-3-2-.03) or a supplemental guide sign (see Rule 1680-3-2-.04).
- (2) The distance to a city, town or special traffic generator shall not be displayed on the ramp destination sign.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-44-.05 filed April 12, 2002; effective August 28, 2002.

1680-3-2-.06 NAMED BRIDGE AND HIGHWAY SIGNS ON FREEWAYS AND EXPRESSWAYS.

- (1) Bridges or highways that have been designated by the Tennessee General Assembly as a memorial or commemorative bridge, and that have been rebuilt or widened, will retain their legislative designation if there is no change in the route number or no significant realignment of the route.
- (2) All commemorative bridge or highway signs shall conform to the specifications as prescribed for the standard TN-26 sign in the current edition of the *Tennessee Supplement to Standard Highway Signs*, as adopted in Rule 1680-3-1-.04. All interstate bridges will be signed using a plaque as opposed to the standard green highway type sign.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-44-.06 filed April 12, 2002; effective August 28, 2002. Amendment filed March 11, 2005; effective July 29, 2005.

1680-3-2-.07 MISCELLANEOUS GUIDE SIGNS ON FREEWAYS AND EXPRESSWAYS. Miscellaneous guide signs that indicate river names, county lines and time zone boundaries may be used if they do not interfere with other more important signing. City limits, mountain elevations or other boundaries (e.g., the limits of forests, refuges, jurisdictions, etc.) will not be signed.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-44-.07 filed April 12, 2002; effective August 28, 2002.

1680-3-2-08 TABLE A-1. CRITERIA FOR SIGNING TRAFFIC GENERATORS ON FREEWAYS AND EXPRESSWAYS.

<i>Type of Traffic Generator</i>	<i>Specific Eligibility Criteria</i>	<i>Urban Area¹</i>	<i>Rural Area¹</i>
Airports	Minimum Number of Commercial Passengers Daily (Prime Criterion) Maximum Distance from Interchange (By Road) Distance from Interchange For Optional Trailblazer Signs (By Road)	5,000/day Nearest interchange Up to 10 mi.	3,000/day Nearest interchange Up to 10 mi.
Universities, Colleges, Junior Colleges/Community Colleges, State Technology Centers, State Vocational/Technical Schools, and state-operated special schools ²	Minimum Total Enrollment-Full & Part-time Students (Prime Criterion) Must be listed as an institution of higher learning on Tennessee Higher Education Commission website, or must be a state-operated special school Maximum Distance from Interchange (By Road)	1,000 ² 10 miles ²	1,000 ² 10 miles ²
Military Bases	Minimum Number of Employees & Military Personnel (Prime Criterion) Maximum Distance from Interchange (By Road)	5,000 7 miles ³	5,000 7 miles ³
Arenas/Stadiums Auditoriums Convention Halls Dams Major Recreation Sites: Fairgrounds, Zoos, Amusement Parks	Minimum Annual Attendance (Prime Criterion) Maximum Distance from Interchange (By Road)	300,000 5 miles ⁴	200,000 5 miles ⁴
State Parks	Must be listed on Tenn. Dept. of Environment and Conservation, State Parks website Maximum Distance from Interchange (By Road)	Nearest interchange	Nearest interchange

(Rule 1680-3-2-.08, continued)

National Parks, Monuments, Memorials, Historical Parks, Recreation Areas, Parkways, Battlefields/Military Parks ⁵	<p>Must be listed on U.S. Dept. of Interior, National Park Service website</p> <p>Maximum Distance from Interchange (By Road)</p>	Nearest interchange	Nearest interchange
State Veterans' Cemeteries and National Cemeteries ⁵	<p>Must be listed as a State Veterans' Cemetery on Tenn. Dept. of Veterans Affairs website or as a National Cemetery on the U.S. Dept. of Veterans Affairs website or the U.S. Dept. of Interior, National Park Service website</p> <p>Maximum Distance from Interchange (By Road)</p>	Nearest interchange	Nearest Interchange
State and National Historic Sites	<p>Must be listed as a State-owned historic site on Tenn. Dept. of Environment and Conservation, Tennessee Historic Commission website or as a National Historic Site owned by the Federal government and listed on U.S. Dept. of Interior, National Park Service website</p> <p>Maximum Distance from Interchange (By Road)</p>	10 miles	10 miles
State Wildlife Management Areas, Wildlife Refuges & State Lakes ⁶	<p>Must be open year-round</p> <p>Minimum Annual Attendance (Prime Criterion)</p> <p>Maximum Distance from Interchange (By Road)</p>	<p>6,000</p> <p>10 miles</p>	<p>6,000</p> <p>10 miles</p>
Cultural Interest Areas: Museums, Art Galleries, Historic Sites	<p>Minimum Annual Attendance (Prime Criterion)</p> <p>Must be open to the general public, and the primary purpose of the facility must be as a cultural interest area (museum, art gallery or historic site)</p> <p>Historic sites must be listed on the U.S. Dept. of Interior, National Park Service, National Register of Historic Places website</p> <p>Maximum Distance from Interchange (By Road)</p>	<p>300,000⁷</p> <p>5 miles⁸</p>	<p>200,000⁷</p> <p>5 miles⁸</p>

(Rule 1680-3-2-.08, continued)

Comprehensive Regional Pediatric Centers ⁹	Administrator of facility must verify in writing that the facility is designated as a Comprehensive Regional Pediatric Center under Tenn. Dept. of Health regulations Maximum Distance from Interchange (By Road)	5 miles	5 miles
Veterans Administration Medical Centers ⁹	Must be listed as a VA Medical Center on the U.S. Dept. of Veterans Affairs website Maximum Distance from Interchange (By Road)	Nearest interchange	Nearest interchange

TABLE A-1 FOOTNOTES

¹ Urban Area: Population of 100,000 or greater in most recent federal decennial census.
Rural Area: Population of less than 100,000 in most recent federal decennial census.

² Pursuant to T.C.A. § 54-5-708, the Department is given a discretionary duty to implement a directional signing program for institutions of higher learning, state technology centers and state-operated special schools throughout the State. To be considered for such signing, an institution must be identified by the Tennessee Higher Education Commission (listed on THEC webpage) as a public university, a public community college, a Tennessee Technology Center, or an independent college or university within the State of Tennessee, or the institution must be a state-operated special school, and the institution must have a minimum enrollment of 1,000 full-time and part-time students; provided, that a state-operated/public community college may be signed if it is within 19 miles (by road) of an interchange, and the minimum enrollment requirement does not apply to Tennessee Technology Centers or state-operated special schools.

³ The maximum distance from the interchange (by road) may be increased by one mile for each 10% over the minimum number of employees and military personnel required.

⁴ The maximum distance from the interchange (by road) may be increased by one mile for each additional 20,000 persons attending annually over the minimum annual attendance required.

⁵ A National Battlefield/Military Park and National Cemetery at the same location may be signed together on one supplemental guide sign.

⁶ Pursuant to T.C.A. § 54-5-709(b), the Tennessee Wildlife Resources Agency shall reimburse the Department of Transportation for the cost of installing such supplemental guide signs.

⁷ The minimum annual attendance may be reduced to 60,000 for urban areas and 40,000 for rural areas if the following conditions are met:

- The local government of the municipality or county where the facility is located has endorsed the facility in writing to the Department as being culturally significant to the community; and
- The Department must determine, in its engineering judgment, that signing is essential for proper motorist guidance.

(Rule 1680-3-2-.08, continued)

⁸ The maximum distance from the interchange (by road) may be increased by one mile for each additional 20,000 persons attending annually over the minimum annual attendance required.

⁹ The facility will be signed, if possible, at the nearest freeway or expressway interchange as measured in travel time to the facility under average daytime traffic conditions. The local government having jurisdiction over the local streets or roads between the interchange and the facility shall be responsible for installing and maintaining trailblazer signs on those local streets or roads as may be necessary to provide directions to the facility. These local trailblazer signs must be in place prior to the installation of a supplemental guide sign at the interchange of a freeway or expressway.

Authority: T.C.A. §§54-5-108(b) and 54-5-704 through 54-5-709. **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-44-.08 filed April 12, 2002; effective August 28, 2002. Repeal and new rule filed March 11, 2005; effective July 29, 2005.

1680-3-2-.09 TABLE A-2. TRAFFIC GENERATORS THAT DO NOT WARRANT SIGNING ON FREEWAYS AND EXPRESSWAYS.

Businesses

Campgrounds
 Industrial Parks & Plants
 Motels, Hotels or Inns
 Restaurants
 Service Stations
 Shopping Centers
 Utilities
 Theaters
 TV or Radio Stations
 Funeral Homes

Cemeteries

Local or State
 Military¹
 Private or Public

Communities

Subdivisions
 Suburban Communities
 Unincorporated Communities
 Trailer Parks

Educational

Grade or High Schools
 Libraries
 Private Vocational or Trade Schools
 Research or Experimental Facilities
 Seminaries
 Adult Education Centers

Governmental

Civic Centers
 County or City Facilities
 Driver's License Centers
 Civil Defense Facilities
 Police Facilities
 Motor Pools
 Jails or Prisons
 Post Offices
 Research or Experimental Facilities
 Local Parks
 Vehicle Testing Centers
 Waste Management Centers

Medical

Hospitals²
 Research Facilities
 Mental Facilities or Sanitariums
 Infirmarys or Treatment Centers
 Fraternal or Veterans Facilities
 Nursing Homes
 Drug Rehabilitation Facilities
 Retirement Facilities
 Humane Facilities
 Veterinary or Animal Control Facilities

Military

Sites or Detachments
 Armories
 Arsenals
 Recruitment Centers

Recreational/Conservation

(Rule 1680-3-2-.09, continued)

Tourist Information Centers³
Country Clubs or Golf Courses
Fish Hatcheries or Game Farms
Preserves or Refuges⁴
Tree Nurseries or Arboretums
Camps: Civic, 4-H, Scout, Youth,
YMCA/YWCA, Church
Equestrian Centers

Swimming or Wave Pools
Sports or Game Complexes
Forests or Ranger Stations
Points of Interest

Religious
Churches

TABLE A-2 FOOTNOTES

¹ State and National Veterans' Cemeteries may be signed in accordance with Rule 1680-3-2-.08.

² Comprehensive Regional Pediatric Centers and Veterans Administration Medical Centers may be signed in accordance with Rule 1680-3-2-.08. Other hospitals may be signed with a General Service Sign in accordance with Rule 1680-3-2-.17.

³ Tourist Information Centers may be signed with a General Service Sign in accordance with Rule 1680-3-2-.17.

⁴ State wildlife management areas, wildlife refuges and state lakes established and operated by the Tennessee Wildlife Resources Agency pursuant to Title 70 of the Tennessee Code may be signed as provided in T.C.A. § 54-5-709 and Rule 1680-3-2-.08.

Authority: T.C.A. §§54-5-108(b) and 54-5-709. **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.09 filed April 12, 2002; effective August 28, 2002. Repeal and new rule filed March 11, 2005; effective July 29, 2005.

1680-3-2-.10 POLICY FOR GUIDE SIGNS ON CONVENTIONAL HIGHWAYS.

- (1) This policy establishes standards for guide signs to be installed within the rights-of-way of conventional highways on the State highway system and sets forth eligibility criteria for selecting the destinations to be displayed. These standards shall also apply to signs installed as part of state-funded projects.
- (2) Where specific differences occur, the special provisions of this policy shall supersede the provisions of the MUTCD.
- (3) A conventional highway is a highway characterized by at-grade intersections and a lack of control of access.
- (4) In establishing this policy, the Department assumes that motorists will use a variety of aids to reach their destinations, including signs, maps, brochures, verbal instructions, outdoor advertising and landmarks located along the highway.
- (5) The purpose of guide signs is to provide directional and guidance information to motorists concerning major destination points (e.g., crossroads, cities, towns, and special traffic generators). Guide signs also aid motorists in orienting themselves and in judging their progress along their routes.
- (6) It is not practical, however, to display all the destinations motorists may wish to reach. Drivers are expected to make reasonable preparation for locating their destination. They are expected to have information that is readily available on road maps. This means statewide maps in rural areas, and more detailed street maps in metropolitan areas.

(Rule 1680-3-2-.10, continued)

- (7) The information displayed on guide signs should be clear and concise, the legend should be kept to a minimum, and the signs should be adequately spaced to avoid driver confusion. Accordingly, only those destinations that best identify an intersection may be signed.
- (8) To be considered for signing, a destination must be on the intersecting road or accessible without circuitous travel or trailblazing over long distances.
- (9) In addition, destinations should be displayed only at the intersecting road that provides the most direct and convenient route to the destination, taking into account such factors as distance, traffic volumes and roadway conditions.
- (10) A uniform system for sign legend, size and location should be employed. This system is to be compatible with the design standards and safety principles of the MUTCD and this policy.
- (11) The three primary types of guide signs used on conventional highways are:
 - (a) Major Guide Signs (see Rule 1680-3-2-.11);
 - (b) Supplemental Guide Signs (see Rule 1680-3-2-.12); and
 - (c) Street Name Signs (see Rule 1680-3-2-.13).
- (12) Major guide signs on conventional highways provide route numbers, the names of cities, towns or communities, and distance information.
- (13) Supplemental guide signs on conventional highways provide information concerning special traffic generators such as airports, State parks, universities or similar attractions.
- (14) Street name signs provide the names of roads crossing the state highway.
- (15) The installation and maintenance of street name signs is the responsibility of the local governmental agency having jurisdiction over the crossroad.
- (16) The information that may be displayed on guide signs must vary depending on the classification and location of the intersection.
- (17) Where sign space is limited, route number information takes priority over city destination information, and city destination information takes priority over special traffic generator information.
- (18) Any previously installed signs that are not in substantial conformance with this policy will be removed or have their legend changed when another destination qualifies for the same sign space, when normal maintenance is required, or when observed driver behavior indicates the changeover cost can be justified.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.10 filed April 12, 2002; effective August 28, 2002.

1680-3-2-.11 MAJOR GUIDE SIGNS ON CONVENTIONAL HIGHWAYS.

- (1) The purpose of major guide signs is to display basic directional and guidance information regarding the through and crossroad route numbers and the names and distances to cities, towns, or communities

(Rule 1680-3-2-.11, continued)

located on the routes. Major guide signs on conventional highways include route marker assemblies, destination signs, and distance signs.

(a) Route Marker Assemblies.

1. Route marker assemblies identify the route number and indicate the general direction of the highway.
2. In the case of overlapping routes (where two or more numbered routes follow the same section of highway), the route markers for Interstate, U.S. and State routes shall be mounted in that order from the left in horizontal arrangements and from the top in vertical arrangements. Subject to this order of precedence, route markers for lower-numbered routes within each category of highway shall be placed at the left or top.
3. Within groups of route marker assemblies, information for routes intersecting from the left shall be mounted at the left in horizontal arrangements and at the center of vertical arrangements. Similarly, information for routes intersecting from the right shall be at the right or bottom. Information for through routes shall be at the center or top.
4. It is important to maintain continuity of the route marker signing for a numbered route. In some cases, however, groups of route marker assemblies that include overlapping routes and multiple turns may be confusing. Where engineering judgment indicates that this possibility exists, omission of route markers for less important routes may be required to provide clear and concise directions to motorists. Therefore, where a U.S. route and a State route overlap for more than a short distance, normally only the U.S. route markers will be displayed. In addition, where two State routes overlap for more than a short distance, it may be appropriate to display the route markers for only the principal State route.

(b) Destination Signs.

1. Destination signs provide information concerning cities, towns, and unincorporated communities located on the intersecting roadways. Such signs are generally warranted in the following situations:
 - (i) At the intersection of U.S. or State-numbered routes with Interstate, U.S. or State-numbered routes; and
 - (ii) At points where such signs serve to direct traffic from U.S. or State-numbered routes to the business sections of cities, towns, or unincorporated communities reached by unnumbered routes.
2. Only one destination sign may be installed on each approach to the interchange or intersection.
3. The number of destinations displayed must be kept to a minimum to provide clear and concise directions and avoid driver confusion. Therefore, not more than four destinations shall be displayed on any destination sign.
4. The most important function of destination signing is to advise motorists of points where they must turn in order to reach destinations located on the crossroad. Therefore, in most cases, the destination lying straight ahead on the through highway will not be signed.

(Rule 1680-3-2-.11, continued)

5. Generally, not more than one destination will be displayed for each direction of travel.
 6. Two destinations may be displayed in one direction of travel on the crossroad if no eligible destination exists in the other direction.
 7. In the case of overlapping numbered routes that separate prior to the first eligible destination on either route, the eligible destination for each of the overlapping routes may be displayed for that direction of travel, provided that the total number of destinations on the destination signing will not exceed four. Otherwise, only the destination in which the greater amount of the traffic is interested will be displayed.
 8. In selecting the destinations to be shown on the destination sign, it must be recognized that guide signing is primarily for the benefit and direction of drivers who are not familiar with the route or area and that consistency with the available map information is important.
 9. The destination shown for a direction of travel must be that which provides the best orientation for motorists. In most cases, this would be the nearest principal city or town (i.e., having a population greater than 1,000) or county seat. However, factors such as population, geographical location, junctions with State highways serving other areas, and commerce may warrant the selection of a principal city or town which is farther away.
 10. Where a principal city/town or county seat is not available, the largest city or town on the route may be shown.
 11. Where no incorporated city or town is available, the first unincorporated community on the route may be shown.
 12. Population will be determined by reference to the latest edition of the *Tennessee Blue Book*.
 13. Destinations shall be displayed in the following sequence from the top to the bottom of the sign: (i) destinations located straight ahead, (ii) destinations located to the left, and (iii) destinations located to the right.
 14. If there is more than one destination shown in any direction, the name of the nearest city or town shall appear above that of the more distant destination.
 15. The destination sign is of lesser importance than route marker assemblies. Therefore, where sign spacing is critical, the destination sign may be eliminated.
- (c) Distance Signs.
1. Distance signs display the names of cities, towns and unincorporated communities located on the route and the distance (to the nearest mile) to those places. Such signs are generally warranted on important routes leaving incorporated municipalities and just beyond intersections with numbered routes in rural areas.
 2. Not more than three destinations may be displayed on a distance sign.

(Rule 1680-3-2-.11, continued)

3. The distance sign shall display as its primary destination the name of and distance to the city, town or unincorporated community that would be selected under the criteria and order of priority for destination signing set forth above. The name of and distance to the next control city (population of 50,000 or greater), if any, for the route should be displayed below the primary destination. In the case of overlapping numbered routes that continue concurrently to the primary destination, the control city to be displayed should be that of the control city in which the greater part of the through traffic is interested. If no city, town or unincorporated community meets these criteria, then distance signing shall not be installed.
4. The name of and distance to an additional city, town or unincorporated community on the route may be displayed if, in the absence of the primary destination, it would have been the next city, town or unincorporated community selected under the criteria and order of priority for destination signing set forth above.
5. Where alternate routes lie between the distance sign and the destinations displayed, the mileage shown on the sign should be that along the best route.
6. If there is more than one destination shown on the distance sign, the name of the nearest destination shall appear above that of the more distant destinations.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.11 filed April 12, 2002; effective August 28, 2002.

1680-3-2-.12 SUPPLEMENTAL GUIDE SIGNS ON CONVENTIONAL HIGHWAYS.

- (1) Occasionally, the need arises for signing of destinations in addition to those shown on the major guide signs (see Rule 1680-3-2-.11) because of the presence of a facility that generates a significant volume of non-repetitive traffic from motorists unfamiliar with the area. Under appropriate circumstances, information regarding such special traffic generators may be displayed on supplemental guide signs. Supplemental guide signs should be considered as auxiliaries to major guide signs in promoting the safe and efficient flow of traffic.
- (2) Rule 1680-3-2-.15 identifies traffic generators that may be displayed on supplemental guide signs, and it establishes specific eligibility criteria for such signing. As a general rule, no traffic generator will be considered for a supplemental guide sign unless it meets the eligibility criteria established in Rule 1680-3-2-.15 and other conditions set forth in this Rule; provided, however, that the Commissioner may make an exception to this general rule upon finding that the signing of a traffic generator is in the interest of the motoring public and would not be contrary to public safety. Even if a traffic generator meets these minimum criteria, it may not be signed if, in the judgment of the Department, the sign would not be in the interest of public safety.
- (3) Rule 1680-3-2-.16 lists examples of the types of facilities that as a general rule are not eligible for supplemental guide signs; provided, however, that the Commissioner may make an exception to this general rule upon finding that the signing of a traffic generator is in the interest of the motoring public and would not be contrary to public safety. This listing is not intended to be all-inclusive, but provides an indication of the types of facilities that normally do not warrant signing.
- (4) Because supplemental guide signs are auxiliary in nature, such signs should be used sparingly and should not be installed where they would interfere with or detract from regulatory, warning, or major guide signs or where such signs would otherwise adversely affect traffic safety.

(Rule 1680-3-2-.12, continued)

- (5) To be eligible for signing, a special traffic generator should be open to the public at least eight hours a day and five days a week during six months each year. Festivals, cultural shows, athletic contests, religious gatherings and other similar short duration events are not eligible for signing. The sign legend for facilities open only a portion of each year should be covered or removed during the off-season period.
- (6) The facility requesting supplemental guide signing may be required to submit such documentation as the Department deems appropriate to demonstrate the facility's eligibility for such signing. Where annual attendance is the prime criterion for eligibility, a copy of the previous year's annual attendance will be required.
- (7) Because it is essential to provide clear and concise directions to motorists, the legend on supplemental guide signs should be kept to a minimum. Where more than one qualifying traffic generator is located within or associated with a single facility, complex or area, only the name of the facility, complex or area may be displayed. In addition, elimination of non-essential descriptive words or the use of abbreviations, partial names or generic names may be required where necessary to retain legibility of the sign message and to avoid undue cost of sign fabrication. Trademarks or logos shall not be displayed.
- (8) If used, the supplemental guide sign shall be installed as an independent sign assembly.
- (9) No more than two destinations may be shown on one supplemental guide sign. If more than two destinations qualify for signing at an intersection, only the two destinations (without respect to direction of travel) that exceed the prime criterion established in Rule 1680-3-2-.15 by the greatest percentage may be shown.
- (10) One supplemental guide sign may be installed on each approach to an intersection. A second supplemental guide sign may be installed in exceptional cases where it is required in order to maintain continuity of trailblazer signing. However, in such cases, the total number of traffic generators displayed on the supplemental guide signing shall not exceed four.
- (11) Supplemental guide signs are intended to be installed at points where motorists would be required to turn in order reach the destination. Signing of destinations is not warranted (and will be removed if existing and another eligible traffic generator qualifies for the same sign space) where the motorist would continue straight ahead in the same direction of travel along the numbered route that the motorist is following.
- (12) If a traffic generator is located adjacent to a State highway, it is presumed that the facility's on-premise signing will provide adequate guidance information to motorists. Therefore, traffic generators that abut a State highway are normally not eligible for supplemental guide signing along the State highway. Supplemental guide signs may be erected at the entrances to such traffic generators only when engineering judgment indicates that such signing is essential for proper motorist guidance and traffic safety.
- (13) It is not the intent of this Rule to provide trailblazer signing for a facility over a long distance. In most cases, such signs will be installed only at the nearest State route intersection in each direction of travel from the facility. (Where the traffic generator abuts a State highway, this means the nearest intersection with another State highway for each direction of travel along the State highway. If the traffic generator is not located adjacent to a State highway, this means the nearest intersection with a State highway for each direction of travel on the local road.) By thus locating the signs, motorists will be given guidance as to where to turn from the nearest State highways onto the local road or State highway on which the traffic generator is located.

(Rule 1680-3-2-.12, continued)

- (14) When a destination is not located adjacent to a State highway, the Department will not install supplemental guide signs on the State highway until others having jurisdiction over the non-state highways have erected all other necessary guide signs of appropriate design and size.
- (15) Since special traffic generators will not be trailblazed over long distances and since it is necessary to keep the sign message to a minimum to avoid driver confusion and undue cost of sign fabrication, information concerning the distance to special traffic generators shall not be displayed on supplemental guide signs.
- (16) The use of a corporate sponsor name for an eligible traffic generator may be allowed on a supplemental guide sign, provided that the corporate sponsor is consistently identified as part of the name used to designate the facility. The use of a corporate sponsor name must be endorsed in writing by the local government where the facility is located. Where an existing sign would need to be modified or replaced to add or change a corporate sponsor, the cost for such modification or replacement shall be charged to the facility requesting the modification or replacement. The design of all such signs shall conform to the MUTCD.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.12 filed April 12, 2002; effective August 28, 2002. Amendments filed March 11, 2005; effective July 29, 2005.

1680-3-2-.13 STREET NAME SIGNS ON CONVENTIONAL HIGHWAYS.

- (1) Local governmental agencies are encouraged to erect street name signs in urban areas at all street intersections regardless of other route marking that may be present and in rural areas to identify important roads not otherwise marked.
- (2) It is recommended that a street name sign be installed on the near right-hand side of the State highway approaches. The street name sign should be installed as a separate sign assembly. However, where speeds are low and visibility of the sign can be maintained, the street name sign may be installed on the far right-hand side of the State highway approaches and located above the crossroad stop sign.
- (3) At signalized intersections, the street name signs may be located overhead on the signal head span wire in lieu of ground mounted signing.
- (4) The street name sign panel should be of adequate size to assure legibility of the sign message. The lettering must conform to the MUTCD.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.13 filed April 12, 2002; effective August 28, 2002.

1680-3-2-.14 NAMED BRIDGE AND HIGHWAY SIGNS ON CONVENTIONAL HIGHWAYS.

- (1) Bridges or highways that have been designated by the Tennessee General Assembly as a memorial or commemorative bridge, and that have been rebuilt or widened, will retain their legislative designation if there is no change in the route number or no significant realignment of the route.
- (2) All commemorative bridge or highway signs shall conform to the specifications as prescribed for the standard TN-26 sign in the current edition of the *Tennessee Supplement to Standard Highway Signs*, as adopted in Rule 1680-3-1-.04.

(Rule 1680-3-2-.14, continued)

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.14 filed April 12, 2002; effective August 28, 2002. Repeal and new rule filed March 11, 2005; effective July 29, 2005.

1680-3-2-.15 TABLE B-1. CRITERIA FOR SIGNING TRAFFIC GENERATORS ON CONVENTIONAL HIGHWAYS.

<i>Type of Traffic Generator</i>	<i>Specific Eligibility Criteria</i>	<i>Urban Area¹</i>	<i>Rural Area¹</i>
Airports	Must be publicly owned with a minimum 3,000-foot paved runway (Prime Criterion) Maximum Distance from Intersection (By Road)	5 miles	5 miles
Universities, Colleges, Junior Colleges/Community Colleges, State Technology Centers, State Vocational/Technical Schools, and state-operated special schools	Must be listed as a public university, public community college, Tennessee Technology Center, or independent college or university on Tenn. Higher Educ. Com'n website, or must be a state-operated special school Maximum Distance from Intersection (By Road)	4 miles	10miles
Military Bases	Minimum Number of Employees & Military Personnel (Prime Criterion) Maximum Distance from Intersection (By Road)	3,000 4 miles	1,000 5 miles
Arenas/Stadiums Auditoriums Convention Halls Dams, Lakes, and Launching Ramps ² Major Recreation Sites: Fairgrounds, Zoos Amusement Parks	Minimum Annual Attendance (Prime Criterion) Maximum Distance from Intersection (By Road)	100,000 10 miles	100,000 ³ 10 miles
State Parks	Must be listed on Tenn. Dept. of Environment and Conservation, State Parks website Maximum Distance from Intersection (By Road)	Nearest intersection	Nearest intersection
National Parks, Monuments, Memorials, Historical Parks,	Must be listed on U.S. Dept. of Interior, National Park Service website		

(Rule 1680-3-2-.15, continued)

Recreation Areas, Parkways, Battlefields/Military Parks ⁴	Maximum Distance from Intersection (By Road)	Nearest intersection	Nearest intersection
State Veterans' Cemeteries and National Cemeteries ⁴	Must be listed as a State Veterans' Cemetery on Tenn. Dept. of Veterans Affairs website or as a National Cemetery on the U.S. Dept. of Veterans Affairs website or the U.S. Dept. of Interior, National Park Service website Maximum Distance from Intersection (By Road)	10 miles	10 miles
State and National Historic Sites	Must be listed as a State-owned historic site on Tenn. Dept. of Environment and Conservation, Tennessee Historic Commission website or as a National Historic Site on U.S. Dept. of Interior, National Park Service website Maximum Distance from Intersection (By Road)	10 miles	10 miles
State Wildlife Management Areas, Wildlife Refuges & State Lakes ⁵	Must be open year-round Minimum Annual Attendance (Prime Criterion) Maximum Distance from Intersection (By Road)	6,000 10 miles	6,000 10 miles
Cultural Interest Areas: Museums, Art Galleries, Historic Sites	Minimum Annual Attendance (Prime Criterion) Must be open to the general public, and the primary purpose of the facility must be as a cultural interest area (museum, art gallery or historic site) Historic sites must be listed on the U.S. Dept. of Interior, National Park Service, National Register of Historic Places website Maximum Distance from Intersection (By Road)	50,000 10 miles	20,000 10 miles
Comprehensive Regional Pediatric Centers ⁶	Administrator of facility must verify in writing that the facility is designated as a Comprehensive Regional Pediatric		

(Rule 1680-3-2-.15, continued)

	Center under Tenn. Dept. of Health regulations		
	Maximum Distance from Interchange (By Road)	5 miles	5 miles
Veterans Administration Medical Centers, Outpatient Clinics and Vet Centers ⁶	Must be listed as a VA Medical Center, Outpatient Clinic or Vet Center on the U.S. Dept. of Veterans Affairs website		
	Maximum Distance from Intersection (By Road)	5 miles	5 miles

TABLE B-1 FOOTNOTES

¹ Urban Area: Population of 5,000 or greater in most recent federal decennial census.
Rural Area: Population of less than 5,000 in most recent federal decennial census.

² Dams, lakes and launching ramps may be signed at the nearest point of access onto a State highway without regard to annual attendance if the facility is:

- Located within 10 miles of the intersection;
- Open to the general public; and
- Owned and operated by a governmental agency or non-profit organization; and if
- The Department determines, in its engineering judgment, that signing is essential for proper motorist guidance.

³ In rural areas, where traffic generators are not commonly found and there is also greater need for guide signs, attendance requirements may be reduced by 50% if approved by the Department.

⁴ A National Battlefield/Military Park and National Cemetery at the same location may be signed together on one supplemental guide sign.

⁵ Pursuant to T.C.A. § 54-5-709(b), the Tennessee Wildlife Resources Agency shall reimburse the Department of Transportation for the cost of installing such supplemental guide signs.

⁶ The facility will be signed, if possible, at the nearest state highway intersection as measured in travel time to the facility under average daytime traffic conditions. The local government having jurisdiction over the local streets or roads between the state highway intersection and the facility shall be responsible for installing and maintaining trailblazer signs on those local streets or roads as may be necessary to provide directions to the facility. These local trailblazer signs must be in place prior to the installation of a supplemental guide sign at the state highway intersection.

Authority: T.C.A. §§54-5-108(b) and 54-5-704 through 54-5-709. **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.15 filed April 12, 2002; effective August 28, 2002. Repeal and new rule filed March 11, 2005; effective July 29, 2005.

1680-3-2-.16 TABLE B-2. TRAFFIC GENERATORS THAT DO NOT WARRANT SIGNING ON CONVENTIONAL HIGHWAYS.

<u><i>Businesses</i></u>	Research or Experimental Facilities
Campgrounds	Local Parks
Industrial Parks & Plants	Vehicle Testing Centers
Motels, Hotels or Inns	Waste Management Centers
Restaurants	
Service Stations	<u><i>Medical</i></u>
Shopping Centers	Hospitals ²
Utilities	Research Facilities
Theaters	Mental Facilities or Sanitariums
TV or Radio Stations	Infirmaries or Treatment Centers
Funeral Homes	Fraternal or Veterans Facilities
	Nursing Homes
<u><i>Cemeteries</i></u>	Drug Rehabilitation Facilities
Local or State	Retirement Facilities
Military ¹	Humane Facilities
Private or Public	Veterinary or Animal Control Facilities
<u><i>Communities</i></u>	<u><i>Military</i></u>
Subdivisions	Sites or Detachments
Suburban Communities	Armories
Unincorporated Communities	Arsenals
Trailer Parks	Recruitment Centers
<u><i>Educational</i></u>	<u><i>Recreational/Conservation</i></u>
Grade or High Schools	Tourist Information Centers ³
Libraries	Country Clubs or Golf Courses
Private Vocational or Trade Schools	Fish Hatcheries or Game Farms
Research or Experimental Facilities	Preserves or Refuges ⁴
Seminaries	Tree Nurseries or Arboretums
Adult Education Centers	Camps: Civic, 4-H, Scout, Youth, YMCA/YWCA, Church
	Equestrian Centers
<u><i>Governmental</i></u>	Swimming or Wave Pools
Civic Centers	Sports or Game Complexes
County or City Facilities	Forests or Ranger Stations
Driver's License Centers	Points of Interest
Civil Defense Facilities	
Police Facilities	
Motor Pools	<u><i>Religious</i></u>
Jails or Prisons	Churches
Post Offices	

TABLE B-2 FOOTNOTES

¹ State and National Veterans' Cemeteries may be signed in accordance with Rule 1680-3-2-.15.

² Comprehensive Regional Pediatric Centers and Veterans Administration Medical Centers, Outpatient Clinics and Vet Centers may be signed in accordance with Rule 1680-3-2-.15. Other hospitals may be signed with a General Service Sign in accordance with Rule 1680-3-2-.17.

³ Tourist Information Centers may be signed with a General Service Sign in accordance with Rule 1680-3-2-.17.

(Rule 1680-3-2-.16, continued)

⁴ State wildlife management areas, wildlife refuges and state lakes established and operated by the Tennessee Wildlife Resources Agency pursuant to Title 70 of the Tennessee Code may be signed as provided in T.C.A. § 54-5-709 and Rule 1680-3-2-.08.

Authority: T.C.A. §§54-5-108(b) and 54-5-709. **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.16 filed April 12, 2002; effective August 28, 2002. Repeal and new rule filed March 11, 2005; effective July 29, 2005.

1680-3-2-.17 POLICY FOR GENERAL SERVICE SIGNS (HOSPITAL AND TOURIST INFORMATION ONLY).

- (1) This policy establishes standards for general service signs on State highways in Tennessee, which shall be restricted to hospital and tourist information signs only. This policy also sets forth eligibility criteria for signing these facilities. Where specific differences occur, the special provisions of this policy supersede the provisions of the MUTCD.
- (2) It is not practical to display signing for all hospital and tourist information facilities that may be accessible from the State highway system. Only those facilities that are essential and adequately meet motorists' needs may be displayed.
- (3) The purpose of hospital and tourist information signing is to inform unfamiliar motorists of the availability of medical facilities and tourist information centers where these services would not reasonably be expected to be available.
- (4) A freeway, such as an interstate highway, is a divided highway with full control of access and grade-separated interchanges. An expressway is a divided highway with partial control of access and generally having grade-separated interchanges. A conventional highway is a highway characterized by at-grade intersections and which lacks control of access.
- (5) The information provided by hospital and tourist information signs is auxiliary in nature. Therefore, such signs should not be installed where they would interfere with or detract from the more essential regulatory, warning or major guide signs or where such signs would otherwise adversely affect traffic safety. These signs should be erected only if the installation would be in conformance with the design standards and safety principles of the MUTCD and this policy.
- (6) Not more than one sign assembly, with not more than two messages being displayed, shall be installed for hospitals or tourist information centers on any approach to an interchange or intersection.
- (7) The symbol legend identified in the MUTCD will be used for signing hospitals. A word legend will be used to sign a tourist information center.
- (8) Hospital and tourist information signing is not eligible to be installed at directional interchanges (interchanges of two interstate highways, or other freeway-to-freeway interchanges having comparable geometric design features).
- (9) On the mainline of freeways and expressways, hospital and tourist information signs should be located at a minimum spacing of 800 feet from the guide signs. Where a hospital or tourist information center is available in only one direction and is not identifiable from some point either on the mainline or off-ramp, signs may be installed on the off-ramp if needed to indicate the direction a motorist is required to turn to reach that service.

(Rule 1680-3-2-.17, continued)

- (10) On conventional highways, hospital and tourist information signs should be located at or immediately in advance of the crossroad.
- (11) In view of the local character of hospitals and tourist information centers, the local governmental agency associated with the hospital or tourist information center shall be responsible for the installation and maintenance of all signs on conventional highways for those facilities eligible under this policy. The Department will not install signs on State freeways and expressways until the local government having jurisdiction over the conventional highways leading to the eligible facilities has erected all necessary signs.
- (12) Signing for hospitals or tourist information centers that fails to continue to qualify under this policy shall be removed.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.17 filed April 12, 2002; effective August 28, 2002.

1680-3-2-.18 CRITERIA FOR HOSPITAL AND TOURIST INFORMATION SIGNING.

- (1) Hospital and tourist information signs may be installed on State-maintained freeways and expressways at interchanges located outside the urbanized area boundaries of cities having a population of 100,000 or more under the following conditions:
 - (a) The facility meets the eligibility criteria established in Rule 1680-3-2-.19.
 - (b) The tourist information facility is located on or is readily identifiable from the crossroad intersecting the freeway or expressway.
 - (c) The hospital facility is the closest qualifying medical facility in point of time under average daytime traffic conditions and may be reached without circuitous travel.
 - (d) Not more than one sign shall be installed for each facility in each direction of travel on the freeway or expressway.
 - (e) Motorists can readily return to the freeway or expressway and continue in their original direction of travel.
- (2) Tourist information signs may be installed on State-maintained freeways and expressways at interchanges located within the urbanized area boundaries of cities having a population of 100,000 or more under the following conditions:
 - (a) The facility meets the eligibility criteria established in Rule 1680-3-2-.19.
 - (b) The facility is located on or is readily identifiable from the crossroad intersecting the freeway or expressway.
 - (c) Not more than one sign shall be installed for the facility in each direction of travel on the freeway or expressway.
 - (d) Motorists can readily return to the freeway or expressway and continue in their original direction of travel.

(Rule 1680-3-2-.18, continued)

- (3) Hospital and tourist information signs may be installed on a conventional State highway under the following conditions:
 - (a) The facility meets the eligibility criteria established in Rule 1680-3-2-.19.
 - (b) The tourist information center is located within one mile of the intersection where signing is proposed to be installed, and the facility may be reached without circuitous travel. Not more than one tourist information center may be signed at an interchange.
 - (c) The hospital facility is located within three miles of the intersection where signing is proposed to be installed, and the facility may be reached without circuitous travel. Only the closest qualifying medical facility in point of time under average daytime traffic conditions may be signed.
 - (d) A facility should be signed only at the nearest State route intersection for each direction of travel from the facility. (Where the generator abuts a State highway, this means the nearest intersection with another State highway for each direction of travel along the State highway. Where the generator is not located adjacent to a State highway, this means the nearest intersection with a State highway for each direction of travel on the local road.) Signs may be installed at additional locations where engineering judgment indicates such additional signing is essential for proper motorist guidance.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.18 filed April 12, 2002; effective August 28, 2002.

1680-3-2-.19 CRITERIA FOR FACILITY ELIGIBILITY FOR HOSPITAL AND TOURIST INFORMATION SIGNING.

To qualify for hospital or tourist information signing, a facility must meet the following specific criteria:

(1) HOSPITAL

The facility must maintain continuous emergency care capability, with a physician on duty, twenty-four hours per day, seven days per week, as certified to the Department by the hospital facility's chief administrative officer.

(2) TOURIST INFORMATION

- (a) The tourist information center must be located within one mile of the interchange or intersection where the signing is to be installed.
- (b) The facility must be within an area reserved exclusively for the distribution of tourist information and completely separated from any other activity. It must be adequate to house attendants and visitors, and it must have adequate free parking available for its visitors. It must be clean and well constructed. The facility may not be operated with a purpose to promote or enhance any on-premise or adjacent business activity.
- (c) The distribution of tourist information must be the sole activity conducted at the facility.
- (d) The facility must be operated at least eight hours per day, seven days per week.
- (e) The facility may be either publicly or privately operated.

(Rule 1680-3-2-.19, continued)

- (f) The facility must display information of statewide as well as regional interest, and the information must be dispensed at no cost to the motorist.
- (g) All privately owned tourist information centers and their associated parking areas must be located off of State highway right-of-way.
- (h) Clean, modern restroom facilities and drinking water must be available to visitors at all times the facility is open to the public.
- (i) Telephone service must be available for public use.

Authority: T.C.A. §54-5-108(b). **Administrative History:** Original rule filed January 10, 1992; effective February 24, 1992. Repeal and new rule renumbered from 1680-3-2-.19 filed April 12, 2002; effective August 28, 2002.

1680-3-2-.20 POLICY FOR TRAIL SIGNS ON CONVENTIONAL HIGHWAYS.

- (1) This policy establishes standards for trail signs to be installed within the rights-of-way of conventional highways on the state highway system and sets forth criteria and procedures for selecting trails to be signed.
- (2) Where specific differences occur, the special provisions of this policy shall supersede provisions of the MUTCD.
- (3) Trail signs are informational signs, plaques, or shields designed to provide road users with route guidance in following a trail of particular cultural, historical, or educational significance.
- (4) Trail signs may be installed only on conventional highways. Trail signing will not be allowed on any freeway, expressway, or the ramps of such highways.
- (5) A conventional highway is a highway characterized by at-grade intersections and a lack of control of access. A freeway, such as an interstate highway, is a divided highway with full control of access and grade-separated interchanges. An expressway is a divided highway with partial control of access and generally having grade-separated interchanges.
- (6) In establishing this policy, the Department assumes that a road user's primary guidance for identifying trails will be in the form of printed literature and maps rather than trail signing.
- (7) The information displayed on trail signs should be clear and concise, the legend should be kept to a minimum, and the signs should be adequately spaced from other signs to avoid driver confusion. Where sign space is limited, other signs – including without limitation, regulatory signs, warning signs, major guide signs, or other existing signs – will take priority over trail signs.
- (8) To be considered for trail signing on a conventional state highway, the designated or proposed trail must link together individual sites that have a clearly common theme of historical, social, or cultural significance. Individual tourist destinations having no clearly apparent common theme or relationship shall not be eligible for trail signing.
- (9) In addition, all individual sites along the designated or proposed trail must be properly interpreted, with a sign or other appropriate means of communication, to explain the historical, social or cultural significance of the site, and they shall be identified in readily available printed literature or brochures with maps, prior to the installation of any trail signs along conventional state highways. Each site

(Rule 1680-3-2-.20, continued)

must be accessible to the public for visitation or viewing, and it must have adequate off-road parking for visitors.

- (10) A conventional state highway may be considered for signing as a designated trail where the route itself or the route generally followed by the highway has a particular historical, social, or cultural significance, as for example, the Overmountain Victory National Historic Trail and the Trail of Tears National Historic Trail. Trails of this type should also provide convenient access to individual sites of related historic, social, or cultural significance.
- (11) All trail signs shall comply with the MUTCD and are subject to the Department's approval. Trail signs of the same type must be signed with a common trail sign. For example, all Civil War trails must be signed with the same type of trail sign throughout the State. Trail signs shall not be copyright protected.
- (12) There shall be no identification of individual sites on trail signs installed along state highways. Trail signs shall identify only the trail name and a directional arrow for guidance to individual sites having related historic, social, or cultural significance. The identification and description of individual sites should be available in printed literature relating to the trail.
- (13) To be considered for trail signing, the designated or proposed trail must be sponsored by a governmental agency or private organization having the legal authority and capability to enter into contracts and finance the installation and maintenance of trail signs.
- (14) A governmental agency or private organization requesting to sign a designated or proposed trail along a conventional state highway shall submit the following to the Department's Traffic Engineering Office:
 - (a) Adequate evidence that the agency or organization has the legal authority and capability to enter into contracts and finance the installation and maintenance of trail signs (e.g., an ordinance or resolution authorizing the expenditure of funds for trail signing or articles of incorporation that allow the expenditure of corporate funds for trail signing);
 - (b) A clearly marked map depicting the designated or proposed trail, including the beginning and ending points of the trail, and showing related individual sites along or conveniently accessible from the trail;
 - (c) A copy of the available or proposed literature or brochure that describes the common historical, social, or cultural significance of the individual sites along the trail; and
 - (d) A proposed design for the trail sign.
- (15) Designated or proposed trails related to the Civil War and their related individual sites must be sponsored or approved by the Tennessee Wars Commission, and the documentation for such sponsorship or approval shall be submitted to the Department's Traffic Engineering Office.
- (16) If the Department approves a request to sign a trail, the Department will provide the requesting agency or organization with the following:
 - (a) The number and approximate location of the trail signs to be installed by the Department on conventional state highways;
 - (b) The approved design, dimensions and other specifications for fabrication of the trail signs;

(Rule 1680-3-2-.20, continued)

- (c) An estimate of the costs to be incurred by the Department in the installation of the trail signs; and
 - (d) A letter agreement setting forth the obligations of the requesting agency or organization as described below.
- (17) The requesting agency or organization shall execute and fulfill the terms of a letter agreement setting forth the obligations of the agency or organization, including without limitation as follows:
 - (a) The agency or organization shall be responsible for all costs associated with the fabrication, installation, and maintenance of the trail signs;
 - (b) The agency or organization, at its own expense, shall have the trail signs fabricated in accordance with the approved design, dimensions and other specifications provided by the Department, and these signs shall be delivered to the Department;
 - (c) The agency or organization shall provide to the Department a cashier's check, letter of credit, or similar method of payment acceptable to the Department in the amount of the Department's estimate of the costs of installation; and
 - (d) The agency or organization shall provide replacement trail signs as necessary whenever a sign is damaged or destroyed and it shall replace all trail signs at regular intervals, not to exceed ten (10) years, in the same manner as it provides for the initial fabrication and installation of the trail signs.
- (18) Upon receipt of the foregoing, the Department will inspect the signs and, if acceptable, install them along the state highway system. If the actual costs of installation are less than the estimated amount, the Department will reimburse the difference to the requesting agency or organization. If the actual costs of installation exceed the estimated cost, the Department shall invoice the agency or organization, and the agency or organization shall pay, the full amount of the difference.
- (19) Some trails may be ended before entering areas that have an unusually high number of sites within a relatively confined geographic area and where the Department's Traffic Engineering Office has determined that signing such areas would be confusing to motorist.
- (20) Trails that enter incorporated cities whose population exceeds 40,000 persons may be discontinued within the city limits where it has been determined by the Department that such signing would be unreasonably circuitous and/or confusing to motorists. Also, trails entering cities whose populations exceed 40,000 persons may only be approved with the concurrence of the local government.
- (21) If questions arise in the interpretation of these rules, the Commissioner of Transportation, or the Commissioner's designee, will make the final administrative determination.

Authority: T.C.A. § 54-5-108(b). **Administrative History:** Original rule filed March 11, 2005; effective July 29, 2005.